Trade Software Developer Technical Seminar
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Cargo Release Scope and Functionality

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Cargo Release Scope and Functionality

Agenda

- Cargo Release Project

- Key Process Improvements:
    - Single Transaction Bond (e-STB)
    - Document Request
    - Arrival at Exam Site
    - Bonded Warehouse Entry Arrival Concurrence
    - Diversion (of Entries)

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Cargo Release Project

- The purpose of the Cargo Release Project is the acquisition of an information technology (IT) solution that will modernize and enhance the existing cargo release functionality previously implemented in the Automated Commercial System (ACS) legacy

- Based on the approved Cargo Release Concept of Operations, the project is in the process of planning incremental deployments of functionality, planning the integration with Simplified Entry, and preparing for DHS acquisition events

- ACE Cargo Release will provide the international trade community with a more automated and modern process that reduces redundant data requirements, removes paper and provides for expedited decisions by the federal agencies for imports

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Single Transaction Bond (e-STB)

- New EDI transaction which creates Single Transaction Bond liability for a specific Entry transaction.

- This transaction would be filed *prior to* filing an Entry

- e-STB transaction would nominally consist of the following fields:
  - Filer code
  - Entry number
  - Importer of Record Number
  - Surety code
  - Bond type *(Only Activity type 1, Importer, is envisioned for the scope of ACE Cargo Release)
  - Bonded amount

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Single Transaction Bond (cont.)

- CBP would send response message confirming receipt and include a unique identifier which would indicate that the e-STB was successfully placed on file.

  > Note: The unique identifier would <u>not</u> need to be submitted back to CBP as part of the Entry transaction.

- The Filer would subsequently transmit the Entry to CBP with an indication that an e-STB is on file.

- Upon receipt of the Entry, the system would verify that an e-STB has been placed on file

- Entry transaction would be rejected if an e-STB is not on file, or is found to be invalid or insufficient for the Entry

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Single Transaction Bond (cont.)

- Entry transaction would be rejected if:
    - No corresponding e-STB is on file
    - e-STB is found to be invalid or insufficient for the Entry transaction

- e-STB transaction details cannot be updated

- e-STB transaction can be cancelled

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Document Request

- CBP would send EDI message to Entry or FTZ Admission filer requesting a particular document.

- The message would nominally include the following:
  - Entry or FTZ Admission number
  - Specific document type requested (e.g. Invoice, Packing List, etc.)
  - Unique Document Request number

- Using Document Imaging System (DIS) functionality, Filer would transmit the requested document image via ABI, referencing the specific CBP request.

- No unsolicited submissions will be accepted by CBP.

- The transmitted image becomes part of the permanent record of the Entry or FTZ Admission.

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Arrival at Exam Site

- New EDI transaction submitted by bonded carrier, exam site proprietor, or authorized agent

- Notifies CBP that the requested bonded cargo has arrived at the designated exam site

- Transaction would nominally consist of the following fields:
    - Entry or FTZ Admission number
    - Exam site FIRMS code
    - Date of Arrival at exam site
    - Bill of Lading number(s)
    - Container/Equipment number(s)

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Bonded Warehouse Entry Arrival Concurrence

- New EDI transaction from Customs Bonded Warehouse (BW) proprietor, or their authorized agent, notifying CBP of the arrival of the authorized cargo at the BW.

- Arrival at the BW will be reported at the Bill of Lading level

- Transaction would nominally consist of the following fields:
  - Warehouse Entry number
  - FIRMS code of BW
  - Date of Arrival at BW
  - Bill of Lading number
  - Bill of Lading quantity
  - Container/Equipment#

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Bonded Warehouse Entry Arrival Concurrence (cont.)

- Determine Quantity Discrepancies: Bill quantities on this transaction are matched with the bill quantity authorized on the warehouse entry.

- If bill quantities are discrepant, then an EDI message will be sent to the warehouse entry filer.

- The warehouse entry filer will work with the importer of record and the importing carrier to resolve the discrepancy.

- If necessary, the warehouse entry and/or the carrier's manifest will need to be updated appropriately.

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Bonded Warehouse Entry Arrival Concurrence (cont.)

- If a BW Entry Arrival Concurrence is on file, the comparison between warehouse entry and arrival concurrence will be reevaluated by the system each time the warehouse entry bill quantities are updated.

- The process is not considered completed until the full quantity of all Bills of Lading as shown on the warehouse entry have been reported as arrived and accounted for at the BW.

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Diversion of Entries

- Scenario:
    - An inbound conveyance is diverted to a different U.S. Port of Arrival
    - Numerous consumption entries have already been filed against cargo on that conveyance.
    - Diversion to another port was either:
        - Requested by the Carrier for commercial reasons; or,
        - Directed by the U.S. Government due to an incident of national significance

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Diversion of Entries (cont.)

- This functionality would allow CBP to process the Diversion of all entries which meet specified parameters from Port A, the originally scheduled port of conveyance arrival, to Port B.

- This process cannot be requested or initiated by the Trade.

- The business rules for an entry to be qualified for this automatic diversion might include:

  - Broker/Filer has a local broker permit in Port B; or, has a National permit
  - The Port of Arrival and Port of Entry data elements on the entry are the same.
  - Only certain entry types are eligible
  - Involvement of certain commodities subject to Participating Government Agencies may preclude automated Diversion (e.g. U.S. Fish & Wildlife)

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Diversion of Entries (cont.)

- Successful diversion processing of an entry →
  - would automatically update these data elements on the entry from Port A to Port B:
    - Port of Entry
    - Port of Arrival
  - would generate an EDI message to the entry filer notifying them of the update

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Diversion of Entries (cont.)

- This functionality is envisioned to reduce the burden to both CBP and the Trade by eliminating the need to cancel and re-file entries under a diversion scenario.

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Questions?